

1967 Nova

Scott & Brian Hughes

Glassboro, NJ

454 Gen VI Big Block

Stock bore/stroke - OEM steel crankshaft

Comp Cams Hyd. roller camshaft

Edelbrock Victor Series Intake

Holley Dominator Series 750cfm carburetor

Mallory Unilite electronic distributor w/American Autowire OEM Spark Plug Wires

All the normal "good stuff" inside.....

B&M T400 Street/Strip transmission*, B&M Holeshot 3000 converter and B&M Cooler

*manual shift

Hurst Quarter Stick Shifter

Performance Rod & Custom Radiator and Dual Fans

Ford 9" rear axle

Ford Motorsports "posi" unit

3.70 Ford Motorsports gear

Moser 33 spline axles $\frac{5}{8}$ studs and spacers

S&W Race Cars Ladder Bar suspension

Aldan adjustable coil-over shocks (front/rear)

Wilwood Disc Brakes (front/rear)

Heidts Mustang II front suspension crossmember with manual steering rack

Heidts Tubular Upper/Lower Control Arms

Ididit Steering Column

American Racing Torq Thrust II wheels

Front: 17x7

Rear: 18x10 w/Mickey Thompson Sportsman SR 28x10

Custom made Air Cleaner w/K&N filter. (Motion Performance/Mr.Gasket replica)

Autometer Ultralite Gauges (Tach, Speedo, H2O, Oil PSI)

Hooker Headers

Flowmaster 40 Series Mufflers

Grant 15" 989 Series Foam Steering Wheel

Scat - Procar Seats

Simpson FX Latch Type Safety Belts
American Autowire Highway 15 Series Universal Wiring Kit
American Autowire Battery Cable Kit
SEARS DieHard Battery
RCI Safety fuel cell

Includes additions by, Russell, Moroso, Mr. Gasket, Eddie Motorsports, Billet Specialties, QA1

Notables:

Custom Roll Cage/chassis fabrication: Advanced Metal Craft, Vineland, NJ
Sheet Metal/body work: NMRK, Elmer, NJ - South Jersey Corvettes, Vineland, NJ
Paint: Street Rods by Michael, Shelbyville, TN - PPG - GM/OEM Hugger Orange
Interior: Action Rods, Williamstown, NJ - NMRK, Elmer, NJ

Vehicle design, cutting, fitting, fabrication, paint, assembly, engine assembly, start up, fix, repair, etc. NMRK, Elmer

NO heat, AC, radio, wipers, highbeams, fuel level gauge. (Low Level Warning Light)

Little details:

“All” mounting hardware (excluding 6 trans mounting bolts) are S/S Brushed Button Head. ALL wire and plumbing are throughout passenger compartment, roll cage and frame. No wire, hoses or steel lines, (excluding 4 flexible brake lines) are under car.

Exterior and interior trim, motor/trans/rear, suspension and wheels painted GM Truck Pewter color.

Front bumper fabricated without tag mounting and extended 2” metal valance.

Rear bumper narrowed.

Side/Trunk/Dash Trim - Clayton Machine Works

Late model GM door handles (rear doors w/o key)

History:

Car was purchased to be Brian Hughes’s first, “High School” daily/driver. (at age 14) Scott, being the local “Speed Shop” owner, figured this type of car (his first car also...), and a mild Hot Rod, would be the most appropriate, and a couple years to complete was fine. A running car was purchased, and the process began. Totally disassembled (Brian and his friends), Fresh 355 small block w/Powerglide trans, new floor boards, fenders and quarters were installed at S/W Performance, Glassboro, NJ and numerous parts purchased. Body/paint was coming up on the schedule, when LIFE changes. After 24 +/- years of marriage and business, one ended, and one was sold. The project was put aside, Brian chose to go the Sport Compact route, and Scott entered a different profession.

A few years later

Scott re-enters the Performance Parts Industry, acquires a new residence/shop, Brian still has interest, (building "slammed" duallies) and the project gets back on schedule. Scott's decision is to go NMCA (National Muscle Car Association) Drag Racing, although, Brian has a different opinion. The new chassis/cage process and drivetrain process begins. Then..... decision time again. Let's make a "street car" instead of traveling up/down the East Coast racing. But, we have all the racing stuff? Spool, 40' spline axles, fiberglass parts, etc. No problem. Steel parts are purchased, and race stuff put aside. The only inconvenience will be climbing over the cage to get in/out. Let's call it "Semi-Pro Street". Then.... another idea. How about we build the car similar to the 1965 Pro Street Nova Scott had back in the 80's - 90's (less the 6-71 blower). Brian and his sister Lauren spent many hours driving around attending car shows with Mom and Dad in that car, and it had some notoriety. Same color, mono-chromatic paint scheme, and most importantly, use brand name parts that would typically have been purchased at your local Speed Shop in the 80' - 90's.

So after a few more years of cutting, fitting, fabricating, and more LIFE changes, we built a car that kinda' looks like what you would have built in the 90's. Bright orange, simple looking, a clean simple interior, NO extras, just the essentials and the "then" Popular Brand Name parts.

A father-Son, lots of friends, many hours, sweat and tears, Back-Yard built, 1990's re-creation!

Oh yeah Brian's now 32!

Took longer than we thought Maybe his (future) Kids can ride around in the back of this one!

Thanks!

Scott Hughes / Old Hot Rodder / American Autowire Sales
Brian Hughes / New Millennium Rods & Kustoms

